



GAIL FARBER, Director

## COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

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<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

March 04, 2014

The Honorable Board of Supervisors  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

Dear Supervisors:

## ADOPTED

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

28 March 4, 2014

*Sachi A. Hamai*  
SACHI A. HAMAI  
EXECUTIVE OFFICER

### **COUNTY ADULT CROSSING GUARD PROGRAM REVISED WARRANTS FOR ASSIGNING ADULT CROSSING GUARDS (ALL SUPERVISORIAL DISTRICTS) (3 VOTES)**

#### **SUBJECT**

This action is to revise the warrants for assigning adult crossing guards to include middle schools in the County Adult Crossing Guard Program.

#### **IT IS RECOMMENDED THAT THE BOARD:**

Adopt the Revised Warrants for Assigning Adult Crossing Guards policy to include school crossings servicing middle schools in the official warrants and guidelines relating to authorization of adult crossing guard services for unincorporated County jurisdiction.

#### **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

The purpose of the recommended action is to revise the warrants for assigning adult crossing guards policy to include school crossings servicing middle schools. The existing warrants are only applicable to school crossings servicing elementary schools.

#### **Implementation of Strategic Plan Goals**

The Countywide Strategic Plan directs the provisions of Integrated Services Delivery (Goal 3). These actions will enrich lives by improving the health, safety, and well-being of the people of the County.

### **FISCAL IMPACT/FINANCING**

Funding for this program comes from the County General Fund. The fiscal impact of adding middle schools to the program is estimated to be \$800,000 annually and is expected to be incurred beginning in Fiscal Year 2014-15. As a result, the annual cost for the Adult Crossing Guard Program is expected to increase from \$2,400,000 to \$3,200,000. The Department of Public Works has submitted an unmet needs request as part of its Fiscal Year 2014-15 Budget request to cover the anticipated cost increase.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

It is the practice of many local jurisdictions to provide adult crossing guards at designated school crossings that meet certain criteria during the hours when school children are required to cross the street.

California Vehicle Code 42201 (e) specifically authorizes the Board to adopt standards for the provision of school crossing guards. On June 27, 1995, the Board adopted a policy that included the criteria to be used for assigning adult crossing guards throughout the County at school crossings servicing elementary school children. The Department of Public Works' role in carrying out the Adult Crossing Guard Program is to evaluate school crossings upon request to ensure that the requested locations satisfy the Board-adopted criteria. The Office of Education administers a service contract that provides adult crossing guards servicing unincorporated County locations.

According to the State of California Statewide Integrated Traffic Records System Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions, there were 1,767 pedestrians between the ages of 5 and 14 killed or injured in California in 2011 accounting for over 13 percent of all pedestrians killed or injured in California during the same year. Middle school students, typically 7th and 8th graders ranging between 12 and 14 years of age, are more likely to walk to and from school without adult supervision when compared to elementary school students. Providing adult crossing guard service for those middle school crossings that meet the enclosed Revised Warrants for Assigning Adult Crossing Guards would be expected to enhance safety for these middle school students. By enhancing middle school student's route to school, more students could be expected to start walking to or from school, which would improve the overall health of these students. Additionally, by reducing the number of students being dropped off or picked up in cars, congestion around schools would improve enhancing the overall safety for these school areas and air quality would improve.

### **ENVIRONMENTAL DOCUMENTATION**

In accordance with Sections 15378(b)(2) and (5) of the California Environmental Quality Act (CEQA) Guidelines, the proposed action does not constitute a project and, therefore, is not subject to the requirements of CEQA. The adoption of the revised crossing guard warrant action is a continuing administrative activity of government general policy and procedure making that will not result in direct or indirect physical changes to the environment.

### **IMPACT ON CURRENT SERVICES (OR PROJECTS)**

Implementation of the warrants revision will have a positive impact by enhancing pedestrian safety for middle school children.

**CONCLUSION**

Please return one adopted copy of this letter to the Department of Public Works, Traffic and Lighting Division. Also, please forward one adopted copy of the letter to the Office of Education, Controllers Office (Attention Michael Tedesco).

Respectfully submitted,

A handwritten signature in cursive script that reads "Gail Farber".

GAIL FARBER

Director

GF:DRL:sm

Enclosures

c: Chief Executive Office (Rita Robinson)  
County Counsel (Erik Conard)  
Executive Office

## **REVISED WARRANTS FOR ASSIGNING ADULT CROSSING GUARDS**

### General Warrant

1. It is the practice of many local jurisdictions to provide adult crossing guards at designated school crossings that meet certain criteria during the hours when school children are required to cross the street. The recommended warrants for the assignment of adult crossing guards as herein specified applies only to school crossings serving elementary and middle school children. This measure is a supplemental technique and not a traffic control device as defined in the California Vehicle Code (CVC).
2. An adult crossing guard should be considered as an appropriate traffic control measure at a school crossing when:
  - a. Special situations exist, and it is deemed necessary to assist the children across a street, such as at an unusually complicated intersection, at a controlled intersection where there are heavy vehicular turning movements and high vehicular speed, or where the sight distance is less than a reasonable stopping distance at the crossing.
  - b. A change in school crossing is imminent but present conditions require school crossing supervision for a limited time, and it is not feasible to install another form of control for this temporary period.
  - c. The warrants for the installation of a traffic signal are not met.

### Warrants

Adult crossing guards normally are assigned where official supervision of elementary and middle school children is desirable while they cross a public street or highway, and at least 20 elementary and middle school-aged pedestrians per hour utilize the crossing on the way to or from school. Adult crossing guard protection may be warranted under the following conditions:

#### 1. Uncontrolled Crossings on the Suggested Route to School

Where there is no controlled crossing or grade separation within 600 feet of the location where a request for an adult crossing guard is made (for the purpose of this warrant, a controlled crossing is defined as a crossing controlled by either traffic signals or stop signs), and one of the following conditions exist.

- a. Where the vehicular traffic volume through the crosswalk exceeds the rate of 300 per hour during the time school children are required to cross while traveling to or from school; or

- b. Where the vehicular traffic volume through the crosswalk exceeds the rate of 275 per hour and (1) the street is 64 feet in width or wider or (2) the prevailing speed is 35 mph to and including 45 mph; or
- c. Where the vehicular traffic volume through the crosswalk exceeds the rate of 250 per hour and the prevailing speed is greater than 45 mph.

2. Stop Sign Controlled Crossings on the Suggested Route to School

Where the vehicular traffic volume through the crosswalk children must use exceeds the rate of 500 per hour during any period when children are required to go to or from school.

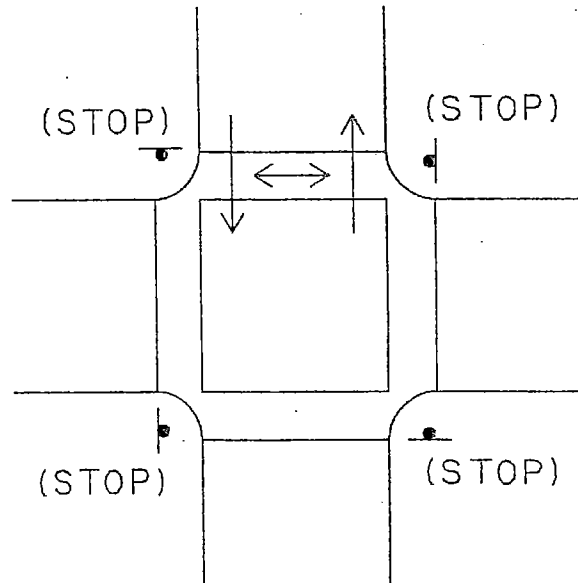
3. Signal Controlled Crossings on the Suggested Route to School

At traffic signals where potentially conflicting vehicular turning movements through the crosswalk, children must use exceed the average rate of ten vehicles per minute of signal green time, taken over a period of at least 15 minutes of signal green time, during any period when children are required to go to or from school.

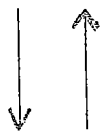
BAH:sm

P:\t\pub\Board Letters\Investigations\2014\3.4.14 Crossing Guards\EXHIBIT A1\_Revised Crossing Guard Policy and Warrants.docx

# CROSSING GUARD WARRANT FOR STOP CONTROLLED CROSSING

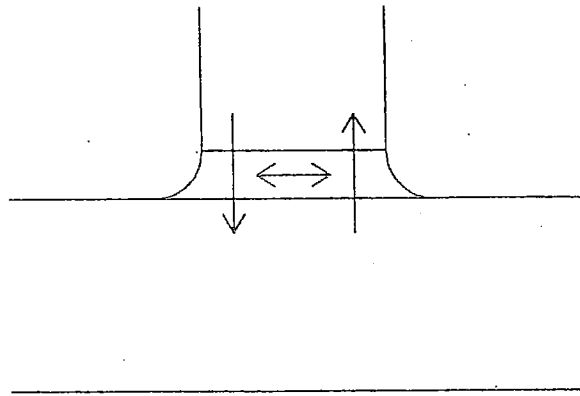


minimum of 20 elementary school-age  
pedestrians per hour



minimum of 500 vehicles per hour  
(during the same hour that children  
are required to go to and from school)

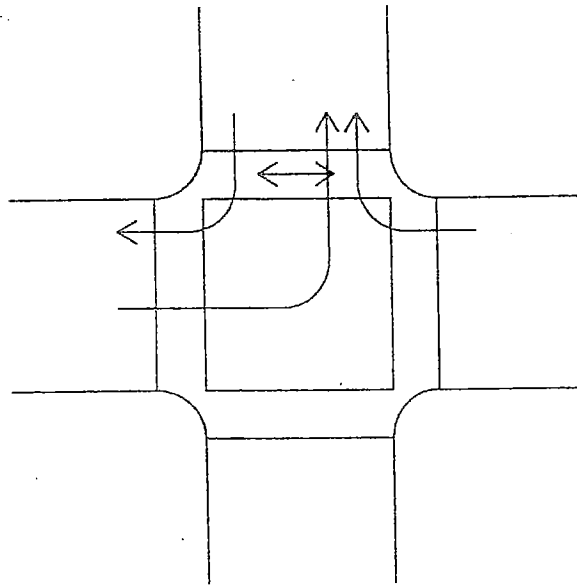
# CROSSING GUARD WARRANT FOR UNCONTROLLED CROSSING



↔ minimum of 20 elementary school-age  
pedestrians per hour

↓ ↑ minimum of 300 vehicles per hour  
or 270 veh/hr if prevailing  
speed is 35-45 mph  
250 veh/hr if prevailing  
speed is greater than 45 mph  
(during the same hour that children  
are required to go to and from school)

# CROSSING GUARD WARRANT FOR SIGNALIZED CROSSING



↔ minimum of 20 elementary school-age pedestrians per hour

↔ minimum vehicular volume is 10 vehicles per minute of signal green time taken over a period of at least 15 minutes of signal green time during the period when children are required to go to and from school

the vehicles which are counted are the potentially conflicting turning movements through the crosswalk which children are using